

FOREIGN AVIATION NEWS.

No Lottery for French National Fund.

IN connection with the proposal of the Marquis De Dion that a great lottery should be organised for the benefit of the French National Fund for the purchase of aeroplanes, the Minister of the Interior has informed the President of the fund that the Government feel bound to oppose such means of raising money even though it is for a good and useful object. In view of the existing lottery regulations they cannot see their way to make any exceptions in the present case.

Cross-Country Flying by French Military Aviators.

AT the end of last week quite a large number of very fine cross-country flights were made by various French military aviators. By way of example, on the 5th inst., Cavalry Sergeant Hurard on a Maurice Farman made a first test for his superior certificate over a course from Buc to Bonneval and back. Lieut. Fequant also on a Farman machine started from Mailly Camp and flew to Bar le duc and Lieut. Rochette on a Deperdussin went from Foix to Pau landing at St. Gaudens on the way. On the previous day, Lieut. Gourlez on a Blériot went from Villacoublay to La Brayelle taking 2 hrs. 40 mins. for the trip. On Saturday last, he again made the journey, this time on a Deperdussin and the 240 kilometres were covered in 2 hours 9 mins., also on Saturday, Lieut. de Coville on a M. Farman biplane went from St. Cyr to Mailly en Vexin with a passenger and Lieut. Prat made a first test for his military *brevet* on a H. Farman machine over a course from Rheims to Vitry le François. Lieut. Cheutin on a M. Farman went from Bar le duc to Nancy.

French Navy and Aviation.

ON Saturday last, Capt. Fatou, who has charge of the marine aviation, paid a visit to the military flying ground at Rheims, and after inspecting the hangars and equipment there, went for a flight on the Farman biplane, piloted by Naval-Lieut. Fournier.

Long Flights at Pau.

ON the 4th inst. at the Military Blériot School at Pau, Capt. Faure was flying for a couple of hours, sometimes attaining a height of 2,500 metres. Sergeant-Major Didier also made a long flight practising for altitude, while Lieut. Garnier, by way of finishing his course of instruction flew for half an hour. On the previous day Cavalry Sergeant Feierstein covered 150 kiloms. over the course from Pau to Magescq and back, this counting as one of the tests for his superior *brevet*. Sergeant Beatrix also flew for an hour.

Good Flights at Savary School.

AT the Savary Military School at Chartres on the 4th inst., Reichert, the chief pilot, made three long flights of an hour each, and Frantz with a passenger flew to Orleans and back.

A Sommer over Paris.

ON a Sommer monoplane, Kimmerling, on the 3rd inst., flew over Paris, and landed at Vincennes, starting from Issy. He returned to Issy later in the day.

Keeping an Anniversary.

ON the 1st inst., being the second anniversary of his first cross-country voyage from Buc to Orleans, Mr. Maurice Farman, accompanied by Senouque, flew to Chartres and Orleans, and made a call for lunch at Etampes on the way back to Buc.

Paulhan Starts an Aquaplane School.

FOLLOWING on the success of the Curtiss hydro-aeroplane at Monaco, M. Paulhan has returned to his headquarters at Juan-le-Pias, where he is starting a school for marine aviation, as he believes it is an ideal location, the bay being sheltered from rough weather, while there is a fine beach.

The Hydro-aeroplanes or "Aquaplanes" at Monaco.

ALTHOUGH the competitions finished on the last day of March, several of the aquaplanes remained at Monaco, and were in great demand for taking up visitors who wished to see the motor-boat racing from above. On the 4th inst., Fischer started from Monaco to take M. Archdeacon to Genoa. He, however, had to fight his way against the strong wind, and after 40 mins. in the air landed at San Remo, as his petrol supply was getting low. He decided to postpone the visit to Genoa, and returned to Monaco, the trip back only taking a quarter of an hour.

A Bet Won by "Aquaplane."

ON Sunday Renaux, on his Maurice Farman hydro-aeroplane or aquaplane, won a bet of £80, by carrying a couple of passengers from Monaco to Mentone and back, flying across the Bay of Hercules and over Cap Martin, the double journey taking 43 minutes.

Flying Back to Headquarters.

BY way of demonstrating the thoroughness of his training at the Blériot Military School at Etampes, Lieut. Sylvestre, on the 1st inst., returned to his station at Poitiers, a trip of 275 kiloms., *en aeroplane*. Leaving Etampes at 7 a.m., he descended at Pontlevoy to replenish his petrol tank, stopped for lunch at Liguil, and landed finally at Poitiers at a quarter past five.

The Astra Biplane Returns to Villacoublay.

AFTER having demonstrated the Astra biplane before the military authorities at Rheims, Labouret on the 3rd inst., set out to fly it back to Villacoublay. After being up for about two hours in a fog which seemed to get thicker and thicker, Labouret came down at Sezannes, where he decided to stay the night. The following day he set off at six o'clock, and after an hour and a quarter's flying landed at Vincennes, from where subsequently to making some flights before the military officers, he flew across to Villacoublay.

A Sommer Biplane at Nice.

ON the 5th inst., Oliveres on a Sommer biplane, with Comte de Robillard Cosnac started from the California Aerodrome at Nice got up to a height of 600 metres flew over to Mentone and returned to Nice, the round trip occupying about 44½ minutes.

Monaco Presents Aquaplane to French Navy.

AS a result of the success of the competition for hydro-aeroplanes at Monaco, arrangements have been completed there for the purchase of the winning Henry Farman machine piloted by Fischer and its delivery to the French Navy. It is probable that if a suitable opportunity occurs, Fischer will pilot the machine himself from Monaco to Toulon.

An Italian Commission at Buc.

A DEPUTATION of Italian military officers, comprising Capt. Prandoni and Lieuts. Savoia and Cazzera visited Buc on the 3rd inst. in order to witness some demonstrations in weight-lifting with Maurice Farman machines. They saw a very good flight made by Maurice Farman, the machine taking a load of 500 kilogs. and getting off the ground very easily. Afterwards Capt. Prandoni was carried for a long flight over the surrounding country.

The French Gordon-Bennett Eliminating Trials.

THE Aero Club of France has decided that if it is necessary to hold eliminating trials for the Gordon-Bennett Race they will take place between May 1st and July 15th, under the same conditions as last year, over a distance of 200 kiloms., the course to be 10 kiloms. round.

Flying in Company on Deperdussins.

G. BUSSON, Lacombe and Borie, each on a Deperdussin monoplane flew from Pau to Tarbes on Sunday last, in order to take part in the military fête at the latter place. They returned to Pau on the following day, and starting at two minute intervals reached Pau in the same order.

First Entries for the Grand Prix.

EIGHT entries have already been made for the Grand Prix of the Aero Club of France. The first five are Morane-Saulnier monoplanes, while the other three are Deperdussins.

The Next F.A.I. Conference.

THE next meeting of the Fédération Aéronautique Internationale will be held at Vienna from the 19th to 21st June, while the commission, which is drawing up the International flying map, will meet two days earlier.

The Ae.C.F. Presidency.

AS a result of a visit from a delegation composed of members of the committee and sub-committees of the Aero Club of France, M. Cailletet has withdrawn his resignation and will remain as President. After holding that office for seven years he felt he should retire, but could not resist the wishes of his friends.